

of the Regent Moray's public monument in St. Giles's church, which were appropriated by the family of the present Earl of Moray, and taken to Donibristle, in 1829, when the monument was demolished during the alterations in the church. The council have remitted to the Lord Provost's committee, with power to communicate with the family of the Earl of Moray.

St. Andrew's.—The "Martyrs' Monument" has been recently repaired. "The North-street improvements are now in rapid progress," says the *Fife Herald*. "The kerb-stones are of basaltic blocks, forming the side of the water-channels; and along the inside of the kerbs is laid a 4-feet strip of Caithness pavement. Our 'Dirty Close' has been repaved. The polished ashlar Gothic gable to the Free Church is nearly completed. The unseemly pile of old buildings has been removed from the east end of the United College, and is replaced by a wall, which is also drawing to a finish. College-street improvement is also drawing to a conclusion, the mason work being nearly completed."

St. Helier's, Jersey.—The filling at the head of the Albert Pier is now nearly completed, and the excavating of the old harbour, from 4 to 6 feet, is now drawing fast to a close. All the walls around Victoria Pier are finished, as well as the road-ways, with the exception of a portion of the road at the north-east end adjoining the old French harbour. The shed on the east arm of the old south pier is removed, and all the quays are now free from obstructions.—*Jersey Times*.

Douglas, Isle of Man.—Arrangements are now being made for holding a bazaar, in order to raise funds for the erection of schools, to be attached to St. Thomas's Church, Douglas.

ASSOCIATION OF ARTIST WORKMEN.

We understand it has been proposed to establish an Association of Artist Workmen, for the promotion of art and the general education of the artisan, in co-operation with the Committee of Suburban Drawing and Modelling Schools.

It is intended also to comprise a registry of artist and other skilled workmen; such registry to state their names, addresses, and trades; to be kept in a convenient locality, for the information of manufacturers and others, and to be also periodically circulated.

WORKS IN IRELAND.

The Wesleyan Methodists are about erecting a new chapel at Rathmines, Dublin, under the direction of Mr. Isaac Farrell, architect.

A new Roman Catholic church is to be erected in St. Catherine's parish, Dublin, according to the drawings furnished by Mr. J. J. McCarthy, architect. Subscriptions are being raised.

The corporation for improving the port of Dublin are about building a tower and dwellings on Inisheer Island, at South Sound of Galway Bay, and also on Rock Island at the entrance of the North Sound leading into Galway Bay. Three fog-bells, 2½ tons each, have been constructed at the Eagle Foundry, Dublin, by Mr. Sheridan, one of which has been placed on the eastern pier of Kingstown harbour.

Extensive improvements have been determined on for Westport harbour. New floating docks are to be erected.

A new church, glebe-house, and school, are to be built at Knappa, in the Union of Westport.

It has been finally decided that the electric telegraph between England and Ireland is to be laid down from Holyhead to Howth, instead of Kingstown, as originally intended, the harbour of the latter place presenting obstacles. A line of wires will be constructed by the Dublin and Drogheda Railway Company on their extension line to Howth, and when the messages are received in the metropolis they will be instantly transmitted by the different railway companies (who are making arrangements for the purpose) to the towns of

Belfast, Galway, Cork, and Limerick. Mr. Jacob West is the engineer appointed.

The public baths and washhouses "in connection with the Dublin Mendicity Institution," have been completed, and, after an inspection by the Lord Lieutenant, opened for public accommodation. The expenses have been defrayed by subscription, and the cost was about 800*l*. Mr. J. S. Butler, architect. This is the first thing of the kind established in Dublin, but it is by no means sufficiently extensive for "general" purposes. Some time since the corporation offered a premium for the best plan of public baths, &c. and although the same was awarded, the project appears to have been (we hope only for the present) abandoned.

St. John's Hospital at Nenah is being converted into an auxiliary workhouse, according to the drawings furnished by the Poor Law Commissioners' architect, Mr. Wilkinson.

A new line of railway from Ballybay to Enniskillen is to be constructed by the Dundalk and Enniskillen company at an estimated cost of 227,249*l*.

The Town Commissioners of Wicklow are about having the town lit with gas, and are receiving tenders.

The Dublin and Drogheda Railway Company are receiving tenders from contractors for the construction of a branch line from Navan to Kells, the distance being 9½ miles.

The United Service Club are having a new front erected to their house at Stephen's-green, Dublin.

ELECTRO-TELEGRAPHIC PROGRESS.

THE electric telegraph has derived from recent circumstances and events an impetus which will very shortly send its ganglionic ramifications into every centre of life throughout the country. The old Electric Telegraph Company have issued a new map, in which is traced the present state of progress in the provinces and in Scotland; and it is a record of peculiar interest. Very little ideality is needed in the contemplation of it as an anatomical display of the ganglionic system of some immense leviathan, whose solar plexus, lunar ganglion, or vital encephalon, is clearly established in the large round ring surrounding the metropolis, in the heart of which, at Lothbury, were we to regard this ring as representative of the cerebral nervous centre rather than of the abdominal, we see what Des Cartes would have called the pineal gland of the English telegraphic organism. Each station throughout the country, with its round red dot, has no mean resemblance to a ganglion, and some, at least, of the very purposes of such ganglionic centres of communication are carried out in the telegraph stations. The illusion is all the more complete that the arterial railways, where they are not covered by the telegraphic nerves, here and there peep out amid the general interweaving, which, we may here observe, now extends from Plymouth, in the south, to the vicinity of Dundee, by Edinburgh, and to Glasgow, in the north, the only imperfect link being that between Exeter and Plymouth, which, now that Paddington and Bristol are united, will also be speedily completed.

Let us see now whether the admittedly very moderate dividends of former days have been still further diminished, as was dreaded and prognosticated, by the reduction of charges to the extent of more than 50 per cent. since we urged, on the contrary, the profit and advantage of such reductions. The old company have just held their annual meeting, and declared their dividend for the past half-year. It is ingeniously managed—cooked, shall we call it, in a venial sense. The ostensible dividend is still a very moderate one of 6 per cent.; but let us analyse the accompanying statement.

A balance of profits to the extent of 14,701*l*. was recommended to be applied to dividends; yet a dividend of 6 per cent. required only 9,369*l*. thus leaving out an unappropriated residue of 5,332*l*. Had the company divided the whole of the recommended available balance, then, they could have declared a dividend of nearly 10 per cent. But more than this, it is stated in the report that the proposed dividend of

6 per cent. includes a dividend on 47,750*l*. no part of which has yet become productive; and, moreover, that there is a reserve fund on hand of 68,534*l*.

So much, then, for the commercial injury that was to result from the demanded and compelled reduction of charges. These charges have not yet reached their minimum, nor probably have the dividends, therefore, reached their maximum. Indeed the report admits that the increase in the number of messages received and transmitted in consequence of even the past reduction in the tariff is not yet fully developed.

The new company, however, for whose existence the old company have to thank their own obviously, and we presume now admittedly, erroneous policy, are likely to have a considerable share of future profits. They are fast progressing with their works, many hundreds of miles of their telegraph being now in course of formation in Lancashire, Yorkshire, &c. and they are about to connect the metropolis with the mining and manufacturing districts, an intention which the old company are said to have so far frustrated, till Parliament settle the point by enabling the new company to carry out the spirit as well as the letter of their Act. Petitions in their favour are being sent from many quarters to second their application.

The old company is at present engaged in connecting Greenwich Observatory with their metropolitan and provincial stations, in order to promote the establishment of uniform time throughout the country. A ball and pole, as at Greenwich, are to be put up on the dome of the office in the Strand, and the Horse Guards clock, that of the Palace of Westminster, and the Royal Exchange clock are to be regulated by Greenwich time.

A submarine telegraph between England and Belgium is to be carried out by Messrs. Carmichael and Brett, and a second one between England and France is also on the tapis. The Irish submarine telegraph project is also making active progress. In fact, the contracts, it is said, have been entered into, and the line is to be laid down in May next. "The tariff of charges will be so low as to encourage an almost domestic use of the telegraphic communication." So much the better for all parties.

THE NEW LANDING PIER AT MARGATE.

FIFTEEN plans for the above work were submitted for the consideration of the directors from Messrs. Ward, Hutton, Moorsom, Redman, Treas, Scott, White, Mitchell and Saunders, Bentlie, Law, Crampton, Birch, Gardner and Wood, Giles, and Holland. From this list it will be seen that great consideration and care were required on the part of the directors in order that they might select that plan which best suited their requirements. Assisted by their surveyor, who had declined to compete, in order that no possible suspicion of favoritism might exist, the directors made a careful examination and analysis of each of the designs. Their next step was to reject those which palpably deviated from the instructions given either as to the amount of estimate or in any other particular. The remaining plans were then judged on their merits, and after long consideration the directors decided unanimously to adopt that sent in by the Messrs. Birch. The second premium, after some discussion, was awarded to Mr. H. Law, and the third to Mr. Gideon Scott. Although the directors had no doubt in their own minds of the stability of the plan they had chosen, they judged it wise, in order to place the matter beyond all reasonable doubt, to submit the same to Mr. Rendel for his opinion, in order that the shareholders, whose property they manage, might be assured that every proper precaution had been taken to ensure a substantial erection. The result of this application is not at present known, but there is little doubt as to its being satisfactory. We have reason to believe that in this case the directors acted with perfect uprightness and honesty. A correspondent writes us that "one of the competitors (unsuccessful) with an affectation of